

## Message Text

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ACTION IO-10

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

      DOTE-00 EB-07 INR-07 NSAE-00 FAA-00 OIC-02 AF-06

      ARA-10 EA-10 NEA-10 PM-03 H-02 L-02 NSC-05 PA-02

      PRS-01 SP-02 SS-15 USIA-15 /127 W

                    ----- 060965

R 161623Z MAY 75

FM AMCONSUL MONTREAL

TO SECSTATE WASHDC 6311

INFO AMEMBASSY ATHENS

AMEMBASSY ANKARA

UNCLAS MONTREAL 0861

FROM USREP ICAO

E. O. 11652: N/A

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO - REPORT BY PRESIDENT COUNCIL ON RECENT MISSION TO  
      GREECE/TURKEY

REF: MONTREAL 0794

1. FOLLOWING IS TEXT OF MEMO (ICAO "CONFIDENTIAL") DISTRIBUTED  
TO ALL COUNCIL REPS MAY 13 BY PRES/COUNCIL, GIVING STATUS OF  
AVIATION SITUATION TO DATE.

QUOTE

1. BY MEMORANDUM FROM THE FIRST VICE-PRESIDENT OF THE COUNCIL,  
DATED 20 AUGUST 1974, AND MY MEMORANDUM DATED 12 SEPT 1974,  
REPRESENTATIVES ON THE COUNCIL WERE INFORMED OF THE UNAVAIL-  
ABILITY OF AIR TRAFFIC SERVICES WITHIN NICOSIA FIR, OR A CON-  
TINGENCY PLAN APPROVED TO COPE WITH THE SITUATION, AND OF THE  
DISCONTINUATION OF THE APPLICATION OF THAT PLAN FOLLOWING  
RECEIPT OF INFORMATION FROM CYPRUS THAT IT WOULD BE ABLE TO  
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PROVIDE AIR TRAFFIC ADVISORY SERVICE ON CERTAIN ROUTES AND

INTENDED TO ARRANGE FOR THE EARLIEST POSSIBLE RE-INTRODUCTION OF FULL AIR TRAFFIC CONTROL SERVICES FOR FLIGHTS ALONG THOSE ROUTES.

2. SINCE THAT TIME FURTHER DEVELOPMENTS IN CYPRUS HAVE NOT PERMITTED A COMPLETE RETURN TO THE ICAO REGIONAL PLAN AND OPERATORS FLYING IN THE NICOSIA FIR HAVE IN MANY CASES BEEN FOLLOWING AIRWAYS WHICH ARE FAR FROM BEING THE MOST EFFICIENT.

3. THE EVENTS IN CYPRUS ALSO HAD EFFECTS ON TRAFFIC IN THE ADJACENT FIRS, PARTICULARLY IN THE ANKARA, ATHINAI AND ISTANBUL FIRS. THE MAIN DEVELOPMENTS, WHOSE EFFECTS ARE STILL BEING FELT, WERE THAT IN JULY 1974 TURKEY ISSUED NOTAM 675 ESTABLISHING A DANGER AREA COVERING PARTS OF THE ATHINAI AND NICOSIA FIRS AND BY SUBSEQUENT NOTAM 698, OF 30 JULY , REQUIRED ALL AIRCRAFT CROSSING THE DANGER AREA BOUNDARIES TO GIVE POSITION REPORTS TO DESIGNATED TURKISH ATC UNITS. THESE NOTAMS WERE LATER SUPERSEDED BY NOTAM 714, DATED 6 AUG 1974, WHICH IN EFFECT CANCELLED THE DANGER AREA BUT REQUESTED ALL AIRCRAFT FLYING OVER THE MEDITERRANEAN SEA TOWARDS THE ANKARA AND ISTANBUL FIRS TO CONTACT DESIGNATED TURKISH AIR TRAFFIC CONTROL UNITS WHEN CROSSING A LINE CONNECTING 17 REPORTING POINTS LOCATED OVER THE SEA WITHIN THE ATHINAI AND NICOSIA FIRS. ON 7 AUGUST, GREECE ISSUED NOTAM 1018 DECLARING TURKEY'S NOTAM 714 INVALID FOR FLIGHTS WITHIN ATHINAI FIR/UIR AND ON 20 AUGUST, IT ISSUED NOTAM 1066, LATER SUPERSEDED BY NOTAM 1157 OF 13 SEPTEMBER 1974, BY VIRTUE OF WHICH ATHINAI FIR/UIR WAS DECLARED A DANGER AREA EXCEPT FOR AIRWAYS OR SECTORS OF AIRWAYS WHICH DID NOT CROSS THE TURKISH REPORTING LINE AND THE AIRWAY FROM ATHINAI TO RHODES.

4. BECAUSE OF THIS SITUATION AIRLINES HAD TO STOP OPERATIONS ALONG THE ICAO ESTABLISHED AIRWAYS LINKING TURKEY WITH GREECE AND CYPRUS, INCLUDING IMPORTANT ONES, AND FOR TRAFFIC CONTINUING TO DESTINATIONS BEYOND ATHINAI AND NICOSIA FIRS. THUS, FLIGHTS BETWEEN EUROPE AND THE MIDDLE EAST AND THE FAR EAST/SOUTH EAST ASIA WERE ALSO AFFECTED. THE PENALTIES IN EXTRA MILEAGE SUFFERED BY OPERATORS FLYING IN THE AREA WERE, AND ARE SEVERE.

5. PROFITING FROM THE PRESENCE OF DELEGATIONS FROM CYPRUS, GREECE, TURKEY AT THE 21ST SESSION OF THE ASSEMBLY, INFORMAL DISCUSSIONS WERE HELD SEPARATELY WITH EACH OF THEM, AND OUR UNCLASSIFIED

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SECRETARIAT DEVELOPED SUGGESTIONS FOR PROVISIONAL ARRANGEMENTS WHICH, IF ACCEPTED BY THE THREE STATES, WOULD HAVE RESULTED IN CANCELLATION OF THE NOTAMS PRESENTLY IN FORCE AND REOPENING OF THE AIRWAYS ESTABLISHED IN THE ICAO REGIONAL PLAN. THE MAIN PROVISIONS, ADDITIONAL TO THE REGIONAL PLAN, INCLUDED IN THE SUGGESTIONS WERE AIMED AT ENSURING EARLIER NOTIFICATION OF FLIGHT PLAN DATA AND OF ESTIMATED TIME OF CROSSING FIR BOUNDARIES THAN WAS THE PRACTICE BEFORE DEVELOPMENTS IN JULY-AUGUST 1974.

PROVISIONS WERE ALSO MADE FOR CO-ORDINATION IN THE UTILIZATION OF AIRSPACE IN CASE OF MILITARY AIR EXERCISES BY ANY OF THE PARTIES CONCERNED.

6. ALTHOUGH THE ICAO SUGGESTIONS WERE FORMALLY SUBMITTED BY ME TO THE THREE STATES ON 16 OCTOBER 1974, NO MEANINGFUL REPLIES HAD BEEN RECEIVED BY EARLY APRIL 1975, WHEN I WAS LEAVING MONTREAL TO ATTEND THE FIRST WEEK OF AFCAC/3 IN KAMPALA. FORESEEING THAT POSSIBILITY I HAD WRITTEN IN FEBRUARY TO THE GREEK AND TURKISH ADMINISTRATIONS ASKING WHETHER THEY WOULD BE WILLING TO RECEIVE ME TO DISCUSS THE MATTER. I DID NOT MAKE A SIMILAR APPROACH IN THE CASE OF CYPRUS BECAUSE THE EXISTING SITUATION IN THAT STATE SHOWED THAT IT WOULD NOT BE LIKELY THAT REAL PROGRESS COULD BE MADE.

7. I WAS IN ATHENS FROM 20 TO 23 APRIL AND IN TURKEY (ANKARA, IZMIR AND ISTANBUL) FROM 28 APRIL TO 1 MAY. IN BOTH CAPITALS I HAD CONVERSATIONS WITH THE RESPECTIVE MINISTERS OF FOREIGN AFFAIRS, MINISTERS OF TRANSPORT AND HIGH OFFICIALS OF BOTH MINISTRIES (INCLUDING OF COURSE THE CIVIL AVIATION DEPARTMENTS) AND OF THE MINISTRIES OF DEFENCE.

8. THE GREEK AUTHORITIES INDICATED THAT THEY WERE READY TO ACCEPT THE ICAO SUGGESTIONS AS A WHOLE, PROVIDED THAT IF TURKEY ALSO ACCEPTED THEM NO ADDITIONAL CONDITIONS WOULD BE ESTABLISHED. THE TURKISH AUTHORITIES POINTED OUT THE DIFFICULTIES THEY HAD WITH OUR PROPOSALS AND THE NEED FOR THEM TO MAINTAIN THE CONCEPT OF ADVANCE NOTIFICATION OF THEIR POSITION BY ALL AIRCRAFT BOUND FOR TURKEY SUFFICIENTLY EARLY BEFORE THEY REACH THE BOUNDARIES OF THE ISTANBUL OR ANKARA FIRS. IN VIEW OF THIS, I SUGGESTED SEVERAL ALTERNATIVE ARRANGEMENTS AND IN THE SHORT TIME AVAILABLE THE TURKISH AUTHORITIES WERE NOT ABLE TO PROVIDE ME WITH THEIR ANSWERS. THEY PROMISED, HOWEVER, TO LET ME KNOW  
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THEIR VIEWS AS SOON AS POSSIBLE.

9. I SHALL CONTINUE IN MY EFFORTS TO OBTAIN IMPROVEMENTS IN THE CIVIL AVIATION OPERATIONS IN THE AREA AND I SHALL INFORM YOU OF ANY SIGNIFICANT PROGRESS THAT WE MAY ACHIEVE. UNQUOTE  
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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** CIVIL AVIATION, TEXT, POLITICAL SITUATION, POLITICAL SUMMARIES, AVIATION AGREEMENTS  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 16 MAY 1975  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** n/a  
**Disposition Approved on Date:**  
**Disposition Authority:** n/a  
**Disposition Case Number:** n/a  
**Disposition Comment:**  
**Disposition Date:** 01 JAN 1960  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
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**Document Source:** CORE  
**Document Unique ID:** 00  
**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** N/A  
**Errors:** N/A  
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**Office:** ACTION IO  
**Original Classification:** UNCLASSIFIED  
**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
**Original Previous Handling Restrictions:** n/a  
**Page Count:** 3  
**Previous Channel Indicators:** n/a  
**Previous Classification:** n/a  
**Previous Handling Restrictions:** n/a  
**Reference:** 75 MONTREAL 0794  
**Review Action:** RELEASED, APPROVED  
**Review Authority:** CunninFX  
**Review Comment:** n/a  
**Review Content Flags:**  
**Review Date:** 18 JUL 2003  
**Review Event:**  
**Review Exemptions:** n/a  
**Review History:** RELEASED <18 JUL 2003 by SilvaL0>; APPROVED <10 FEB 2004 by CunninFX>  
**Review Markings:**

Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
05 JUL 2006

**Review Media Identifier:**  
**Review Referrals:** n/a  
**Review Release Date:** n/a  
**Review Release Event:** n/a  
**Review Transfer Date:**  
**Review Withdrawn Fields:** n/a  
**Secure:** OPEN  
**Status:** NATIVE  
**Subject:** ICAO - REPORT BY PRESIDENT COUNCIL ON RECENT MISSION TO GREECE/TURKEY  
**TAGS:** PORG, EAIR, ICAO  
**To:** STATE  
**Type:** TE  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006